

Figure [SEQ Figure * ARABIC]: Average NO_x emissions of test vehicles over the five test routes compared to US-EPA Tier2-Bin5 emissions standard; uncertainty intervals are presented as $\pm 1\sigma$; Route 1 for Vehicle A includes rush-hour/non rush-hour driving

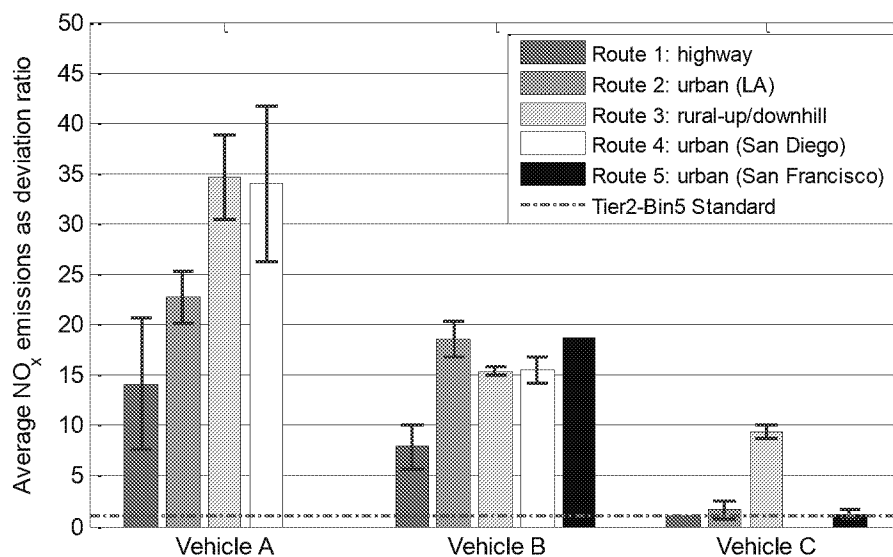


Figure [SEQ Figure * ARABIC]: Average NO_x emissions of test vehicles over the five test routes expressed as deviation ratio; uncertainty intervals are presented as $\pm 1\sigma$

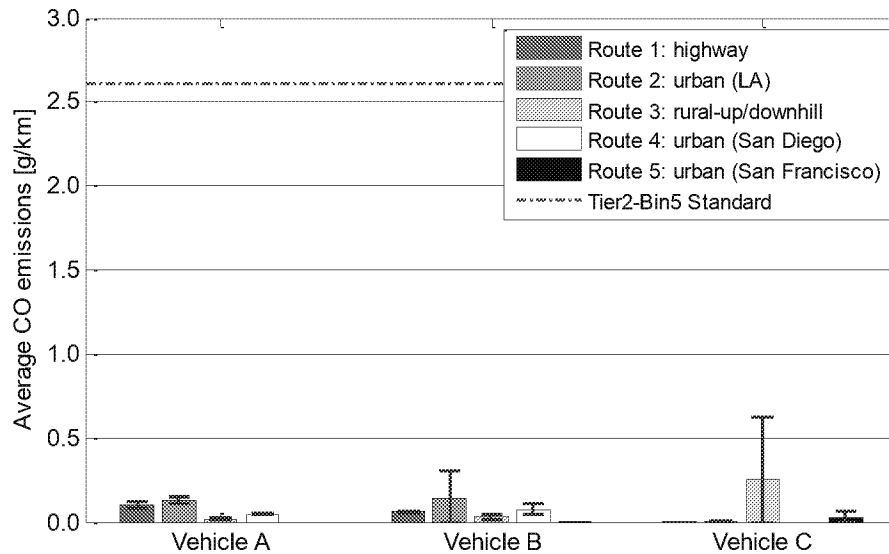


Figure [SEQ Figure * ARABIC]: Average CO emissions of test vehicles over the five test routes compared to US-EPA Tier2-Bin5 emissions standard; uncertainty intervals are presented as $\pm 1\sigma$; Route 1 for Vehicle A includes rush-hour/non rush-hour driving

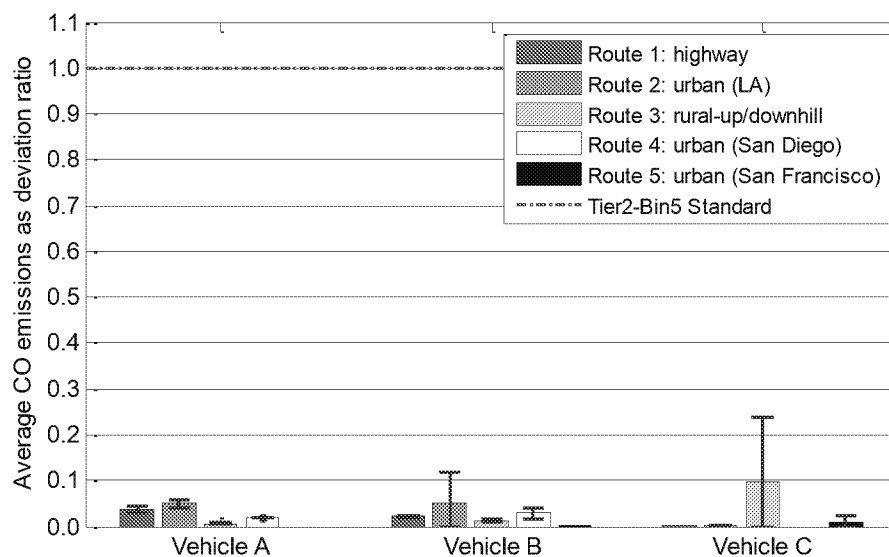


Figure [SEQ Figure * ARABIC]: Average CO emissions of test vehicles over the five test routes expressed as deviation ratio; uncertainty intervals are presented as $\pm 1\sigma$

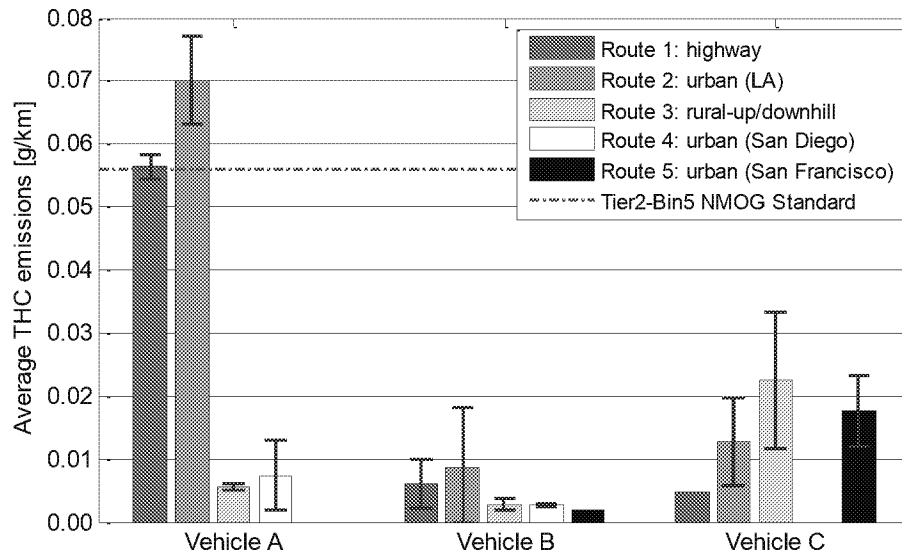


Figure [SEQ Figure * ARABIC]: Average THC emissions of test vehicles over the five test routes compared to US-EPA Tier2-Bin5 emissions standard; uncertainty intervals are presented as $\pm 1\sigma$; Route 1 for Vehicle A includes rush-hour/non rush-hour driving

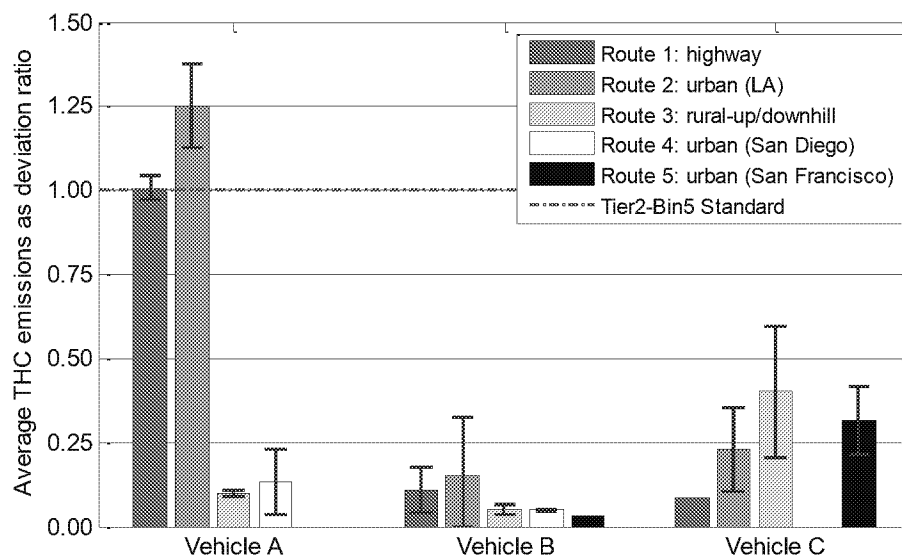


Figure [SEQ Figure * ARABIC]: Average THC emissions of test vehicles over the five test routes expressed as deviation ratio; uncertainty intervals are presented as $\pm 1\sigma$

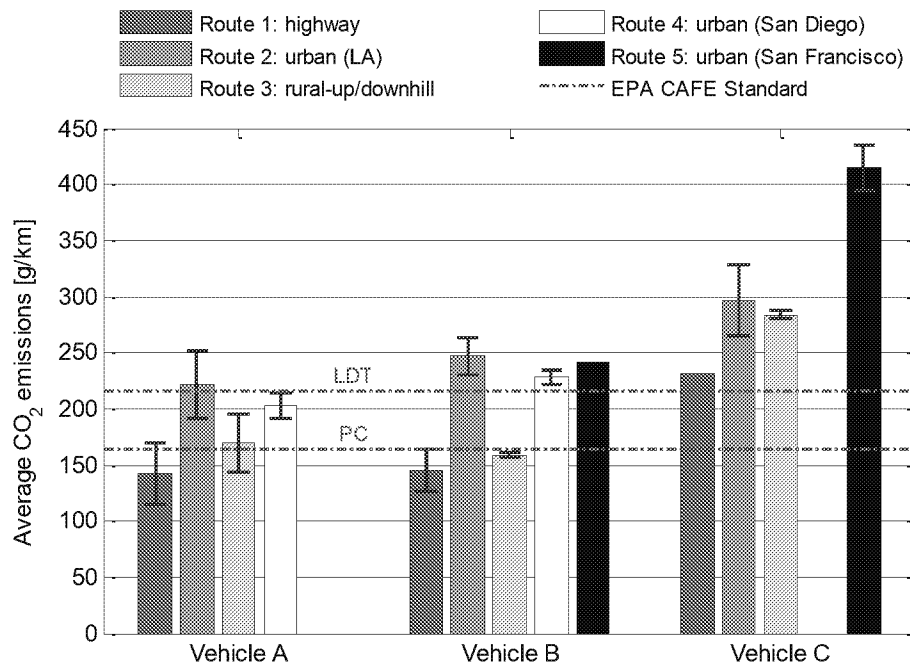


Figure [SEQ Figure * ARABIC]: Average CO₂ emissions of test vehicles over the five test routes compared to 2012 EPA/NHTSA fleet-wide average CO₂ emissions standard (PC applies to Vehicles A & B, LDT to Vehicle C); uncertainty intervals are presented as $\pm 1\sigma$; Route 1 for Vehicle A includes rush-hour/non rush-hour driving

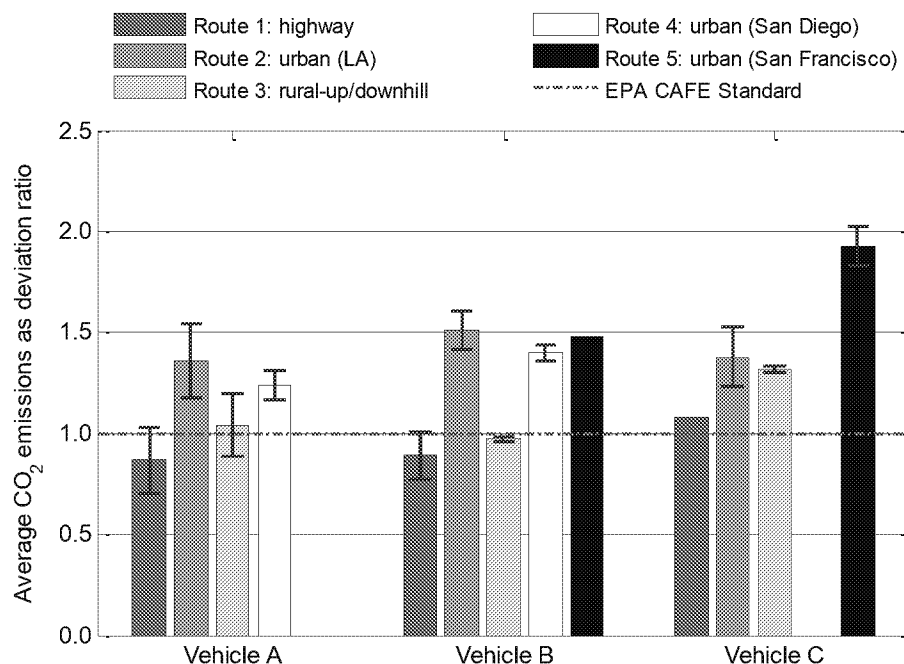


Figure [SEQ Figure * ARABIC]: Average CO₂ emissions of test vehicles over the five test routes expressed as deviation ratio (Vehicles A & B: PC standard, Vehicle C: LDT standard); uncertainty intervals are presented as $\pm 1\sigma$

